## **IROLITA SWEEPS INTO** HARBOR JUST AHEAD

sea Fox, in Her Twenty-fifth Year, Offers Great Race to Vineyard Haven.

GLORIOUS STEADY BREEZE

Iroquois Wins Vice-Commodore's Prize, With Acushla Close Astern.

VINETARD HAVEN, Mass., Aug. 9.—It was a glorious run from Newport to this harbor for the fleet of the New York yacht Club. A spanking breege from the jouthwest favored the yachts. It blew wenty miles an hour and whipped the sea jurside Brenton Reef into a tumbling, seathing mass of white form and the outside Brenton Reef into a tumbing, seething mass of white foam, and the yachts dipped and danced gracefully and then skimmed on to the Vineyard Sound lightship, having the wind over the port quarter. From the lightship it was further aft and the racers carried balloons through the sound, sailing swiftly.

through the sound, sailing swiftly.

The Irolita swept into the harbor, passing between the buoy off West Chop and the steam yacht Corsair, on board of which was the regatta committee, at 1:32:03. She passed the lightship at 11:50 and had made the thirty-seven nautical miles in 3 hours 7 minutes 3 seconds. This is at the rate of about twelve miles as hour which is rapid sailing consider. an hour, which is rapid sailing considering the sea was rough for seventeen miles

The Irolita made a beautiful picture as drove through the sound, and she had be pushed to her utmost, because not ar astern of her was the flagship Sea Fox. now in her twenty-fifth year, and she was reaching at her best. She is a conderful vessel with the wind over her uarter, and it just suited her to-day she was racing too for the first time or

she was racing too for the first time on the cruise and perhaps having a warming up spin for the long race around the cape in which she is to start on Monday.

The Sea Fox carried her light sails to the finish. After passing the tail of the middle ground, a shoat to be avoided in the middle of the Sound, all the other yachts lowered light sails and trimmed in short somewhat, but the Sea Fox carried

nsiderable allowance
The Irolita won the first prize by the

The irollia won the first prize by the small margin of 1 minute 32 seconds. The Corona and Endymion were in this class and they too did remarkably well. A special race was arranged between the Sea Fox and the Constellation and the Sea Fox and the Constellation and the Sea Fox won this, as the Constellation did not finish.

The feature of the day, in addition to fine sailing of the big schooners, was the performance of the fifties and the work of the Stamford schooners. On Friday in the race for the King's cup the fifties demonstrated their ability to sail fast in very light airs and they defeated the Irolita, Avenger and Shimna. To-day they met again under exactly the opposite wenther conditions, a strong wind and a tumbling sea, and again the fifties excelled. They were sailing against the Avenger and Shimna in the race for the Vice-Commodore's cup and five of the Gifties defeated the Avenger and all eight defeated the Shimna. This prize was won by the Iroquois, sailed by Ralph N. Ellis. She went out from the start and defeated the Acushla at the finish by 32 seconds. G. Maurice Heckscher handled the Acushla cleverly and he gave the Iroquois a hard battle.

Increase of the day was between the the Avenger and the Dorello II. The Dorello was without a class competitor, so she sailed against the best time made by a yacht in the regular Class L. This was the Avenger. That yeach the Avenger. That yeach the depart in Class L because the fiftles were rated at the top of the class and did not receive full time allowance. The Dorello was without a class competitor, so she sailed against the best time made by a yacht in the regular Class L. This was the Avenger. That yeach the Avenger. That yeach the Avenger in the top of the class and did not receive full time allowance. The Dorello made the timity-seven miles in 3 hours 51 minutes 43 seconds.

The closest race of the day was between the the avenger and the very lack the top of the class and did not receive full time allowance. The Dorello was the tempor of the fifties and he gave the Iroquois a hard

The Stamford schooners sailed for the second division of schooners' cup and more and division of schooners' cup and flast and larger vessels. The boats proved sealing reversels. The boats proved sealing reversely rever of the sailing. In this division were the Catrina, Milady, Venona and Taormina in ddition to the 40 footers.

addition to the 40 footers.

The cup for the second division of gloops went to George Nichols's 30 footer.

Phryne, which not only defeated the Rowdy and Banzai in her class, but in the cup race defeated the Joyant and the

The warning signal was made off the Brenton Reef light vessel at 10 o'clock. There was a fine southwester blowing which, coming from the open, made the sea rough. Thirty-five yachts were ready to start and some of these made ready to start and some of these made their first appearance, notably the Constellation, Corona, Dervish and Sea Pox. The first leg of the run was to the Vineyard Sound lightship, seventeen miles east southeast, and then it was east by north through the sound, keeping north of Lucas Shoal and the middle ground. The thirties and P yachts were first away and Windward, sailed by the Monks brothers, judged the time so well that the committee almost thought the yacht was

Strothers, judged the time so well that the committee almost thought the yacht was over ahead of the gun. It was exactly on the line with Joyant next.

It was exactly en the line with Joyant next. They had booms cased to port and sailed very fast. The larger sloops went on the next signal. The Samuri was too soon and her chances of success were spoiled by having to make a new start. The others were so closely bunched that it was hard to pick out the leader, but they soon spread out and the Avenger, sailed by Harry L. Maxwell, began to draw away from the others, while the leader to draw away from the others, uois, Acushla, Grayling and Carolina led the fifties.

The small schooners started at 10:25

larger vessels of this division, Katrina, Taormina, Dervish, Miladi and Venona, oon pulled away from the forties and the

soon pulled away from the forties and the little Moira, which was sailing against the best time made by a forty, was left astern. She did well though for a boat of her size and was well handled by Mr. and Mrs. Butler Whiting.

The big yachts started last and soon these were overhauling those that had gone ahead. The Irolita led in this division, but although she is a very fast Yacht to-day she could not shake off the Sea Fox and Corona. The Irolita was Sea Fox and Corona. The Irolita was first at the Vineyard Sound lightship at 11:50 o'clock. The Corona was next and she was followed by the Sea Fox, Endymion Ariel. The Whileaway was leading forties, but the Elemah was close

The Avenger was leading the sloops, d she passed the light at 12:04. Astern her was the Shimna, and then came the of her was the Shimma, and then came the iroquois, with Acushia very close. At the lightship balloons were set and sheets cased off. The fifties split into two divisions. The Iroquois, Achushia, Carolina and Spartan headed for the north side of Vineyard Sound, while the others held in to Menemsha light. When off Tarpaulin Cove the wind freshened considerably and the yachts had all the canvas they could stagger under. Their lear rails were under the water, but not one would shorten sail and the yachts were kept driving on to the finish. All left north of the middle ground, as the conditions required, although some hugged the usy shoal very close.

J. R. Johnson is a member of the indian Harbor Y. C. and an amateur of ability. He is generally called Jack Johnson is new yacht next season.

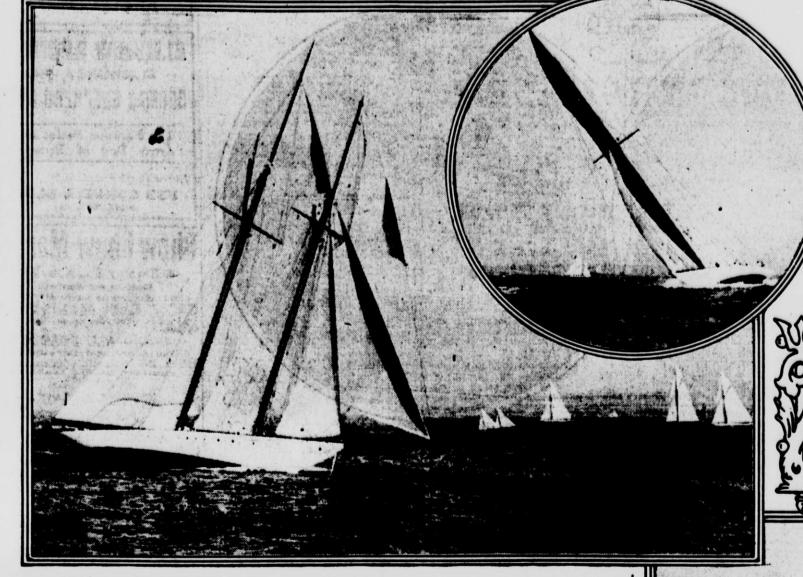
George W. Robinson is sailing the Whileaway, owned by A. M. Billings, and teaching the young owner how to handle his boat.

Mr. Johnson is here. In fact I'm quite certain, sir, Mr. Jack Johnson is in Paris.

Frank Bowne Jones has developed a fondness for Branford Beacon. While sailing the Joyant in the run from New London he held in so close.

addition to the main and working top-sells. Still they heeled considerably. One after another they passed the buoy mark-ing the finish. The hundreds of summer admists who stood on the bluffs on each side of the harbor and others out in motor caft and catboats watched the yachts sail into the harbor, round up and drop anchor.

BIG SAILING YACHTS HAVE THRILLING RACES ON CRUISE



Morton F. Plant's Elena, which won the Astor Cup for schooners and then was withdrawn because of the death of Mrs. Plant. Above, one of the fifty footers heeling over with a heaving wind off her port beam.

sheet somewhat, but the Sea Fox carried her kites to the finish and made a picture long to be remembered for those fortunate enough to see it. She was only nine minutes astern of the Irolita and she received considerable allowance

on this cruise. It was by far the best race, and all are delighted that at last there have have been some weather. The fleet in the Haven is a large one. Some yachts were left behind at Newport, but others have joined to go around the Cape on Monday morning.

morning.

The closest race of the day was between

SLOOPS, CLASS L-START, 10:15.

Iroquois R. N. Ellis. 203 10 3 39 10
Acushia G. M. Heckscher. 203 42 348 42
Carolina II. Pembroke Jones. 204 55 249 56
Barbara, H. P. Whitney. 205 41 350 41
Spartan. E. Randolph. 205 59 350 59
Pleione. C. C. Rumrill. 207 85 352 35
Pleione. C. C. Rumrill. 207 85 352 35
Grayling, J. P. Morgan. 207 40 352 40
Samuri, W. E. Dodge. 207 47 3 52 47

Wilce around a five mile triangle, the angles of which were at the committee boat, the Red Channel buoy and Striped boat, the Red Channel buoy

# WITH OTHERS AWAY

Horseshoe Harbor Club With 45 Boats Entered, Strikes Strong Breeze.

So Closely Bunched Are Craft at Finish.

LARCHMONT MANOR, Aug. 9.—A strong and true southwest wind prevailed for the annual regatta of the Horseshoe Harbor club, sailed on Lond Island Sound off Larchmont to-day. Whatever the re-gatta lacked in interest because of the absence of the large boats was fully made

the crack boats of the Star fleet, carried away her jib halyard on the end of the first round and also was compelled to give

custom of the Horseshoe Harbor Club, prizes were awarded immediately after the race were as follows: New York Yacht Club 30 foot one design class, Oriole; Larchmont interclub class, Hamburgh II. handicap class, first division, Alert; handicap class, second division, Alieron : handi-cap class, third division, Amanita IV. : handicap class, fourth division, Whitecap; Glen Cove Jewel class, Turquoise; Ameri-can raceboat class, Rascal; Manhasset Bay one design class, Scylla, which beat her competitor by two seconds; Manhasset FINE HANDLING NEEDED Bay raceabout class, Pixy: Star class, Star Faraway; Class R, Petrel; special mixed class, Kazaza; second special mixed class, Verge; American dory class, Tautog. The summary:

Bows Almost Overhang Sterns Tautog. The summary:

NEW YORK YACHT CLUB TO FOOT ONE

NEW YORK YACHT CLUB 30 FOOT ONE DESIGN CLASS-START, 1 00-COURSE. 10 MILES.

 
 Yacht and Owner.
 H M.S. H M.S.

 Oriole, E. D. Fish.
 2 25 50
 1 20 50

 Lena, O. M. Reid
 2 55 01
 1 45 15

 LARCHMONT INTERCLUB CLASS—START.
 1:15—COURSE, 10
 MILES.
 Hamburgh II.. M. Goldechmidt 24 00 1 29 00 Whiff. R. Manny. 2 44 25 1 29 75 Lewanna. Spence Bros. 2 45 00 1 31 00 Wild Thyme A. Morris. 2 45 00 1 32 00 Festina. H. H. Duden. 2 45 10 1 33 10 Yuron. W. S. McIntosh 40 26 1 34 16 1 1 20 COURSE. 10 MILES.



Iroquois II., the fifty footer of Ralph N. Ellis.

STAR CLASS—START. 1:40—COURSE. 10 MILES.

Star Faraway, A. B. Fry. 3 18:50 138:20
Twinkle, John Alley. 3 18:55 128:55
Snake, Tracy Lewis. 3 25:00 15:00
Listle Dipper, G. A. Corry Disabled.

Verga. W. S. Johnson. Did not finish.

SPECIAL CLASS—START. 1:45—COURSE. 5
Kazzaz. T. J. McCahill. 2 37:00 652:00
MILES.

With the yachtsmen and Nat Herreshoff, the well known designer, is with the New York Yacht Club fleet on board his yacht

Helianthus. Herreshoff is at work on the plans. The defence of the best day's sport of the season. Ideal wind and weather conditions prevailed throughout the run.

The start was made across a line between acting Commodore Story's Wahwbe and W. H. John's Welcome at 10:15 A. M. The Curlew, Skylark and then the two boats. These two no doubt will be two boats. These two no doubt will be abreast, followed by the Dodo and the Bay Side one design, Mary Jane. MIXED CLASS-START. 1:45-COURSE, 10 but he has been prevailed on to undertake two boats. These two no doubt will be abreast, followed by the Dodo and the plan. One probably will be a light disagrammopper, G. Vanderpool. 2 45 00 100 00 BUTTERFLY CLASS-START. 1:45-COURSE, 5 MILES.

Papillon, M. Rost ... 305 20 1 20 20 AMERICAN DORY CLASS-START. 1:50-

AMERICAN DORY CLASS START, 1:50—
COURSE 5 MILES.
Tautog G G Fry 249 00 Alice. A. K. Griffin 258 00 1 03 00

Trio Race Off Centre Island.

With G. M. Pynchon in charge of one defender the yacht will be well managed with white water boiling over cockpit coamings and the crews hanging out on the high sides, continually soaked with spray.

The honors of the day went to C. L.

THE PROPERTY ACHTSMEN

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TEUR YACHTSMEN

Old interest and he probably will have a new yacht next season. The season, was dependent of the probably will have a new yacht next season.

George W. Robinson is sailing the Williams and the season. The season is a season where the season is a season. The season is a season where the season is a season is a season. The season is a season is a season is a season. The season is a season. The season is a season. The season is a season is

overhung sterns. The course for all boats excepting the smallest was ten miles, twice around a five mile triangle, the hoat, the Red Channel buoy and Striped Channel buoy to the northeast of Execution Light. The smallest boats sailed the course once around, a distance of five miles.

There were forty-five yachts in the feet.

The course for all boats sailed the course for all boats. The course for all boats are the colors in the class. Of course in the class. Of course his skill has lots to do with this and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good boat. Their racing is not nearly as keep to the course his skill has lots to do with this and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good boat. Their racing is not nearly as keep to the first for the class. Of course his skill has lots to do with this and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good boat. Their racing is not nearly as keep to the first formula. The course his skill has lots to do with this and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good boat. Their racing is not nearly as keep to the first formula. The course his skill has lots to do with this and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good boat. Their racing is not nearly as keep to the first formula and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good to the first formula and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good to the first formula and he must have credit for his successes. A good man can make a poor boat win while a poor man easily can kill a good to the first formula and he must have credit for his succes

TO DESIGN ANOTHER ALSO The amateurs on this side, so developed, are keener and more alive, I think, than those on the other side."

### BOY SKIPPER AT HELM.

Curlew, Sailed by Lawson Willard.

Side Yacht Club fleet ended its annual SE, 10 MILES.

3 14 30 1 38 30

3 14 40 1 38 40

Did not finish.

1:40-COURSE.

10 Newport. Aug. 9.—G. M. Pynchon and cruise this afternoon after a run from Oyster Bay to the anchorage of the Glenwood Country Club in Hempstead harbor.

The racing crews had one of the best day's and one of the best day's

# BENSONHURST CLUB'S

consultation with several of the yachts-men while on the cruise and some visited him last week at Bristol. Herreshoff, it

him last week at Bristol. Herreshoff, it is said, is not satisfied with the conditions as agreed on by the challenger and defender, and particularly with the arrangement about the working of the measurement rule. The present rules of the club are to apply, but the yachts are not to be built to the top of any class and sail area will be taxed only for time allowance. The challenger must not exceed seventy-five feet on the water line. The defender may be any length. The challenger and defender may not change their trim after having been measured by more than a very small percentage, less than 1 per cent. Herreshoff, it is said, has planned a yacht 78 feet on the water line, to be built of bronze and to carry a liberal sail spread.

planned a yacht 78 feet on the water line, to be built of bronze and to carry a liberal sall spread.

The Boston yachtsmen are planning to have a representative in the trial races, but who will head the syndicate or take the initiative no one knows. Several of the yachtsmen who make their head-quarters at Marblehead are willing to join a syndicate. They have several rattling good amateurs who could take charge of a cup defender. Charles Francis Adams 2d is probably the best and Robert W. Emmons 2d is another who has had extensive experience in a large yacht. He won the Astor cup twice with the Avenger and once was successful in the Avenger and once was successful in the King's cup race. Last year he handled the Bibelot in the sonder races at Kiel and won the Emperor's price, and this year he is sailing the Barbara for Harry Payne Whitney.

If a Boston yacht is built George Owens will be the designer. He has turned out the Dorello, a wonderfully fast sloop, and all his smaller yachts have done well.

In commenting on the report that W.

will be the designer. He has turned out the Dorello, a wonderfully fast sloop, and all his smaller yachts have done well.

In commenting on the report that W. P. Burton will handle the challenger Shamrock and that he will be at tracked the shammer of the property of Peter W. Rouse, the property of Peter W. Rouse, the property of Edgar F. Luckenback, was the next to be clocked, passing the committee at 4:10:18.

Westlawn organization, and when they set the course signals the wind was southwest and blowing about eighteen miles an hour.

The course chosen was made up of a beat down the channel, a reach to Fort Hamilton, another reach to Bensonhurst and once more on the wind home. The marks were rounded twice and during the second round, the wind began to die away and there was enly a zephyr to enable the majority of the craft to finish. With the exception of Arvia, the property of Peter W. Rouse, the Q class was all at the starting line. The boats had their usual interesting scrap. At the end of the first round, J. Stuart Blackton was leading in his Virginia, being clocked at 4:07:45. Then came Hendon Chubb in his Spider at 4:08:18, Suelew, the property of Edgar F. Luckenback, was the next to be clocked, passing the committee at 4:10:18.

The came Richard Rummell in his Divis at 1:10:22 and Gherardi Davis in

Then came Richard Rummell in his Dixie at 4:10:22 and Gherardi Davis in his Alice at 4:11:56. During the second round the boats held the same positions until they went on the wind. Then Spider managed to crawl into first position and managed to crawl into first position and finally won from Virginia by 1 minute 28 seconds. The other yachts finished in the same order as they were clocked at the end of the first round. As Alice crossed the line, she was fouled by a passing motor boat, but no great damage was done.

Triton was the only boat to sail in the first division of the handicap class, boat was clocked at 5:44:28. On boat was clocked at 5:44:28. On both actual and corrected time, M. and F. was victorious in the second division of the same class. M. and F. H. scored a satiover prize in the S class and Eaglet led home the Gravesend Bay birds. The Gravesend Bay knockabout division was won by Skylark, which was the first craft to finish.

The summaries : SLOOPS, CLASS Q START, 3:00—COURSE, 12 MILES.

Yacht and Owner.
Snider Hendon Chubb
Virginia J Stuart Blackton.
Soya W A Barstow
Suciew E F, Luckenback
Dixie, R Rummell
Alice, G Davis. 

SLOOPS. CLASS S-START. 3:10-COURSE. 9 M. & F. H., Camp & Marchant 5 45 17 2 25 17 | GRAVESEND BAY BIRIDS START | 2316— | COURSE | MILES | MILES | COURSE | MILES | MILE

is successful because it is just a little better than the others in the class. Of course his skill has lots to do with this and he must have credit for his successes.

Oriole, Dr. C. L. Atkinson. 5 58 22 2 48 22 6RAVESEND BAY KNOCKABOUTS—START, 3 15 - COURSE 8 MILES.

Mouse J. A. Ransom. 4 58 47 1 43 47 8 A good man are more as a successes.

Poles Adong W. Insign.

Some time ago Mrs. Raymond Belmont of New York purchased a Pekingese male which she subsequently refused to keep, since it was alleged the bitch was been the thirties and the fifties. The fifties are new. There are nine yachts and so far with one or two exceptions each yacht has had its share of success. The amateurs on this side, so developed the court of the finding of the court four days ago was fully justified, for Manager the first side, so developed the court for the finding of the court four days ago was fully justified, for Manager the first side, so developed the finding of the court four days ago was fully justified, for Manager the first side, so developed the bitch was of no breeding value. The parties concerned went to law over the matter and manager the first side of the bitch was of no breeding value. The parties concerned went to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. There are nine yachts are five to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new. The parties concerned went to law over the matter and the fifties are new to law over the matter and the fifties are new to law over the parties concerned went to law over the new to law over the parties co

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CRISP NEWS OF YACHTS

Frank Bowne Jones has developed a fondnes for Branford Beacon. While the surface of the middle ground, as the additions required, although some hugged a usiy shoal very close.

When off the buoy marking the tail of middle ground balloons were taken in the sloops carried only fore staysalls addition to the main and working too.

Fred Doremus, who years ago used to sail the sloop Sirene, is yachting again. He went to New London on the house boat Osiris and sailed on the Irolita in the Astor cup race.

all into the harbor, round up and drop again. He now has a motor boat, but was the prettiest scene yet presented watching the sailing craft has aroused the

AND AMATEUR YACHTSMEN